

Executive Summary



Kenilworth Avenue is an important part of the District’s transportation network. To some users, it serves as an essential commuter route, while to others it is a key link to their neighborhoods. At the same time, it is also an obstacle, where it prevents easy movement between residents on either side from such destination points as the Anacostia River, a park or recreation area, a school, or a place to shop.

This study examined these conflicting functions, and explored options for improving Kenilworth Avenue (between Pennsylvania Avenue and Eastern Avenue) within the context of three major goals:

- Providing a safer, more pedestrian friendly, environment;
- Creating a more pleasing urban setting for Kenilworth Avenue; and
- Improving access for local neighborhoods.

These overarching goals form the basis for identifying a vision that lead to individual projects that, when implemented, can result in significant improvements to the corridor. The vision for Kenilworth Avenue addresses issues related to access, safety, and transportation for drivers, pedestrians, bicyclists, and people using public transit.

The individual projects focus on: increasing safety for travelers driving the avenue, and for pedestrians and bicyclist crossing it; improving access to and from local neighborhoods while still preserving the Avenue’s role as an important route for commuters; and, helping transform Kenilworth Avenue into an urban roadway with an enhanced visual quality for all users.

Vision Statement

Kenilworth Avenue will be transformed into an urban roadway that is more pedestrian friendly and more accessible to the adjoining communities and neighborhoods, and improves community access to public transit, open space, and the Anacostia riverfront. Pedestrians, bicyclists, motorists, and people using public transit will be accommodated within a safer environment. The avenue will

be enhanced with reduced visual clutter and improved connections and interchange geometry, enhanced and clearly-identified pedestrian crossings, attractively landscaped medians, and an improved signage system to identify the entrances to the nation’s capital, adjacent neighborhoods, and nearby tourist attractions and sports facilities, including Kenilworth Aquatic Gardens, RFK Stadium, and Anacostia Park.

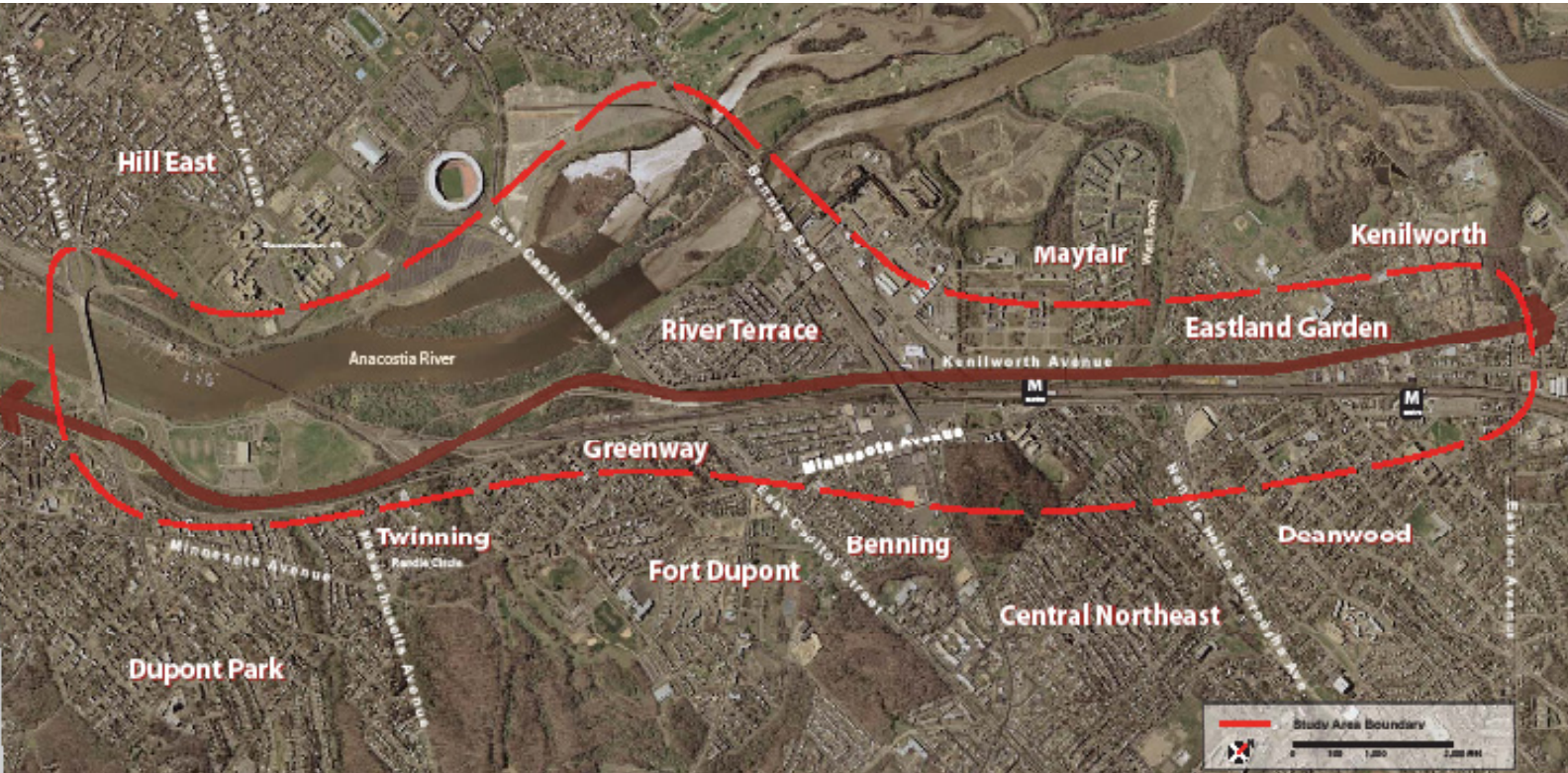


Figure ES.1: Study Area

STUDY FINDINGS

Regional Context and Function

- Kenilworth Avenue is located within the Anacostia River watershed, one of the most densely populated sub-watersheds in the Chesapeake Bay Regional Watershed.
- Kenilworth Avenue is a limited access freeway that serves as a community access route; an extension of the ceremonial entrance route to the nation’s capital; and a commuter route to the central business core.

Local Context

- The transportation system will be influenced in the future by the proposed Government Center, the new Parkside community, and potential transit-oriented redevelopments adjacent to the Minnesota Avenue and Deanwood Metrorail Stations.
- Along Kenilworth Avenue, the dominant land use affecting mobility is the CSX Railroad and Metrorail lines which create significant barriers to east-west travel.

Urban Design

- Visual quality of the freeway varies from that of a roadway bordered by trees and parks, creating an open parkway-like setting in the south, to a more urban corridor in the north bordered by access roads and a built environment.
- The corridor does not provide a sense of orientation to the adjacent neighborhoods for both the visitor and the local community.

Pedestrian and Bicycle Experience

- Walking and bicycling are important modes of travel within the corridor.
- Access to Metrorail Stations is difficult and the local communities view the routes as unsafe.

- Besides Kenilworth Avenue itself, adjacent service roads are barriers to mobility and create a significant obstacle to travel between adjacent neighborhoods, parks, and other attractions.
- The Anacostia River adds to these obstacles, by limiting movement between neighborhoods and open space to its east and west to a few existing bridges.

Existing Infrastructure and Traffic Conditions

- Design features of the existing roadway do not meet current design criteria and will not support the future needs of the area.
- Kenilworth Avenue exhibits a high accident rate between Benning Road and Eastern Avenue.

- Interchanges are primarily designed to serve the daily commuter, and do not serve local communities well.
- The majority of freeway components and intersections studied in the corridor are operating at an unacceptable Level of Service (LOS).
- There are many sections of the roadway with inadequate lighting and guide signage.

Public Transportation

- While the area is served well by transit, rail and transit upgrades could improve system capacity and attractiveness and, thus, reduce dependence on automobile trips in the corridor.

Project Objectives



Urban Design / Quality of Life

GOAL
Transform Kenilworth Avenue into an urban roadway, more appropriate to its context

OBJECTIVES

- Improve interchange connectivity to neighborhoods at key locations
- Enhance neighborhood identity with a unified system of signage
- Introduce parkway setting or parkway elements to the roadway corridor
- Introduce landscaped medians and shoulders
- Incorporate Low Impact Development into roadway design
- Upgrade streetscape treatment
- Minimize or reduce the roadway footprint



Pedestrian Connectivity

GOAL
Create a safer and more pedestrian-friendly environment

OBJECTIVES

- Upgrade quality of existing pedestrian crossings
- Introduce new crossings over or under Kenilworth Avenue
- Complete or close gaps at missing connections
- Create new connections to destination points
- Add and clearly mark pedestrian crossings
- Add pedestrian-scale lighting where appropriate
- Enhance informational and directional signage
- Add neighborhood identity signage



Public Transit Access

GOAL
Improve access to public transit from both sides of Kenilworth Avenue

OBJECTIVES

- Create safe routes to existing transit stations/stops
- Upgrade quality of existing routes (paving, lighting, signage and landscape treatment)
- Replace or improve existing pedestrian bridges connecting to transit stations/stops
- Enhance transit facilities to accommodate bicyclists



Open Space / Waterfront Connections

GOAL
Strengthen connections to open space and the riverfront

OBJECTIVES

- Upgrade existing, and complete pedestrian paths
- Add way-finding and interpretative signage
- Enhance natural drainage ways between Anacostia Hills and the riverfront
- Enhance park landscape setting south of East Capital Street
- Create new open space when feasible
- Reduce infrastructure footprint

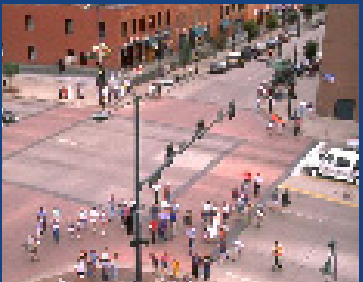


Visual Quality

GOAL
Improve visual quality of Kenilworth Avenue for all users

OBJECTIVES

- Reduce visual clutter throughout the corridor
- Create a parkway setting and landscaping where appropriate
- Upgrade roadway signage
- Introduce a consistent streetscape treatment
- Introduce consistent color scheme for highway elements
- Bury overhead utility lines where possible
- Provide landscaped screening along the CSX railroad and WMATA Metrorail corridors



Safety

GOAL
Improve vehicular and pedestrian safety throughout the corridor.

OBJECTIVES

- Improve functionality of key intersections
- Improve shoulder conditions for emergency stopping and emergency vehicle access
- Improve lighting for vehicles and pedestrians
- Improve functionality of service road on- and off-ramps
- Provide clearly-marked bicycle road facilities
- Improve pedestrian crosswalks with clearly-marked signage and signalization
- Provide traffic calming measures where appropriate



OVERVIEW OF IMPROVEMENTS

The Kenilworth Avenue Corridor Study identified three types of improvements:

- Near-term (five proposed projects),
- Mid-term (seven proposed projects), and
- Long-term (five proposed projects).

Each project is unique and will raise its own challenges, whether it is funding, design or construction phasing. For example, many of the near-term improvements can be implemented through existing programs or projects already underway in the Study Area. This is also true of some of the mid-term improvements; others, however, are complex projects that require extensive coordination with the public and other agencies. They and all of the recommended long-term improvements will require more extensive environmental evaluation through preparation of an Environmental Assessment or Environmental Impact Statement.

The near-term, mid-term, and long-term improvements are summarized on the following pages.

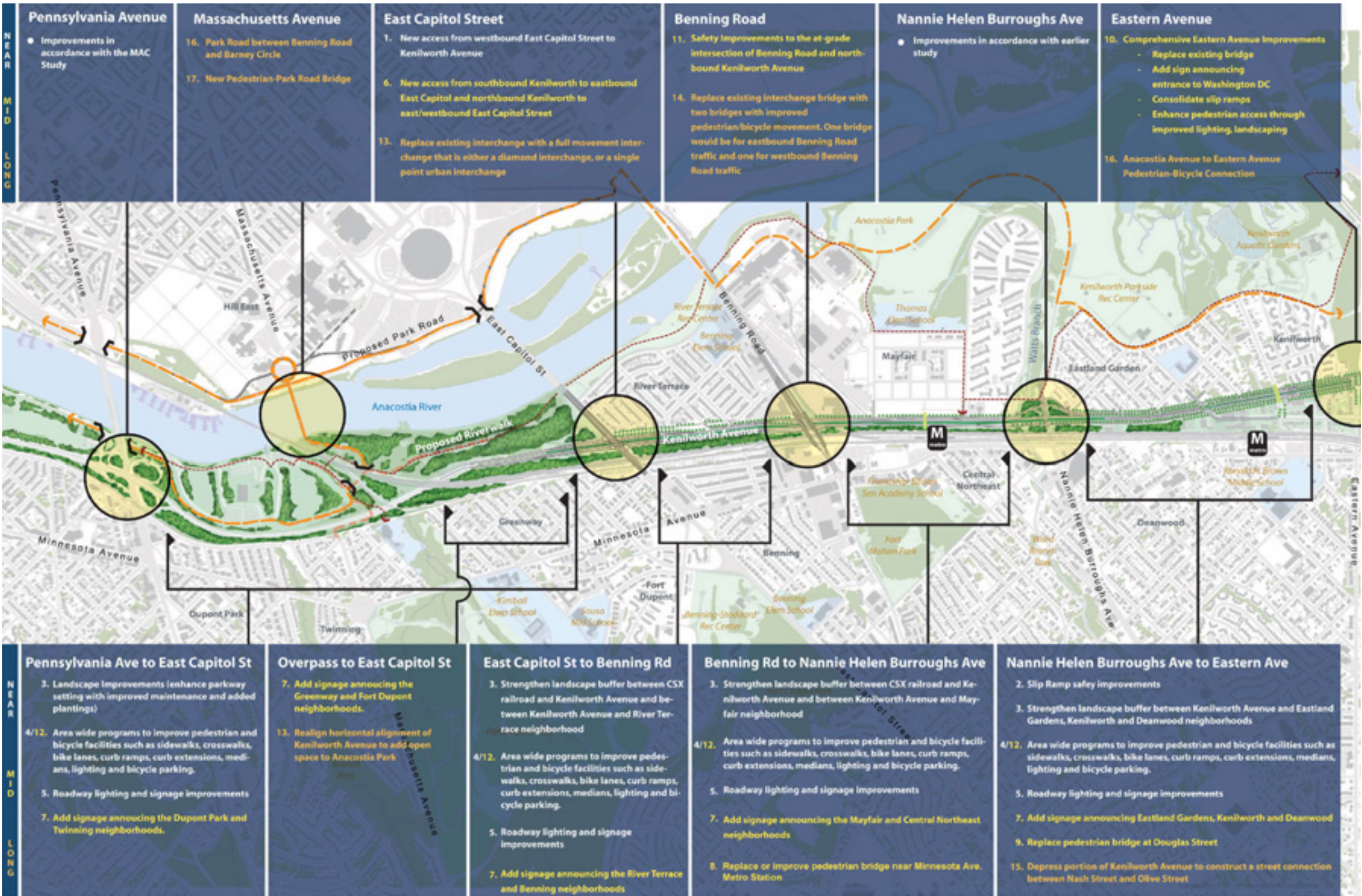


Figure ES.2: Summary of Improvements

Near-Term Improvements

Five near-term improvements, defined as projects that can be implemented immediately or within three to five years, were identified. Generally, these improvements are expected to have minimal environmental impacts, require minimal design effort, and have a low cost.

The near-term improvements primarily address the visual quality of the corridor, and the pedestrian and bicycle travel conditions. Additionally, some connectivity improvements are made at East Capitol Street, and safety issues related to the on- and off-ramps north of Nannie Helen Burroughs Avenue are addressed.

These projects may be implemented in conjunction with each other or independently, depending on availability of funding.

Project No.	Title	Description	Benefits	Estimated Cost (2005)
1	East Capitol Street Scenario EC-1	A new connection is made to allow traffic on westbound East Capitol Street to exit southbound and northbound onto Kenilworth Avenue.	<ul style="list-style-type: none">Urban Design	\$2,500,000
2	Kenilworth Avenue Slip Ramps Safety Improvements	The slip ramps between Kenilworth Avenue and the parallel service road north of Nannie Helen Burroughs Avenue are consolidated and realigned to improve safety in the corridor and improve traffic operations on Kenilworth Avenue.	<ul style="list-style-type: none">SafetyVisual Quality	\$1,000,000
3	Corridor Landscaping	Generally improves visual quality of the corridor through implementation of a corridor wide landscaping, signage, and street furniture program.	<ul style="list-style-type: none">Urban DesignOpen Space and Waterfront ConnectionsVisual Quality	\$3,000,000
4	Pedestrian and Bicycle Improvements	Generally improves the pedestrian and bicycle throughway, curb ramps, pedestrian roadway, lighting and signal, and bicycle parking through specific projects and as part of area wide programs.	<ul style="list-style-type: none">Pedestrian ConnectivityPublic Transit AccessSafety	\$1,200,000
5	Kenilworth Avenue Lighting and Signage Improvements	Additional lighting is installed throughout the corridor in locations where lighting is lacking and where levels were found to be inadequate. Similarly, signing is upgraded to meet FHWA Standards and to effectively communicate major exits.	<ul style="list-style-type: none">Urban DesignVisual QualitySafety	\$1,500,000

Table ES-1: Near-Term Projects

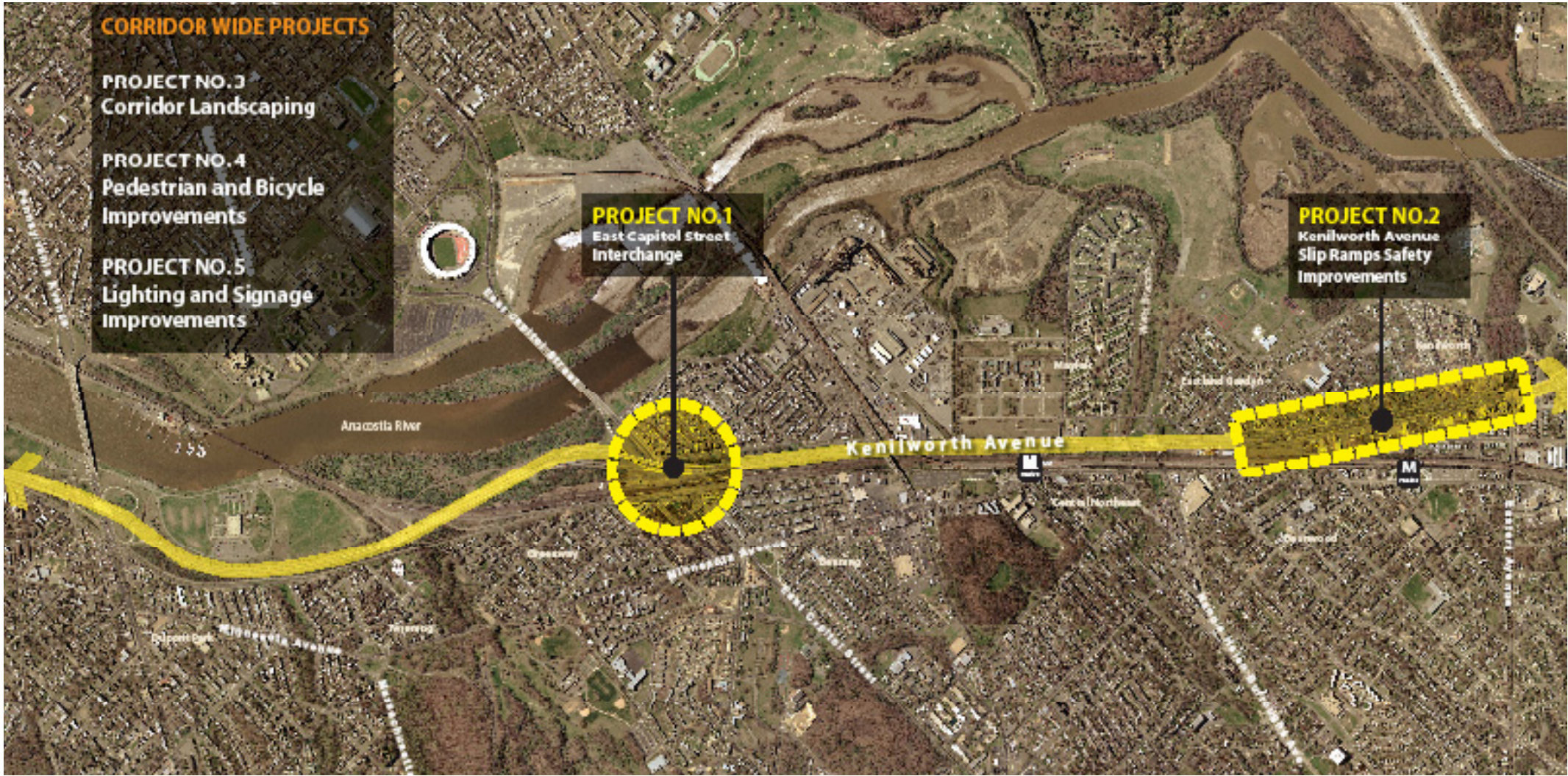


Figure ES.3: Near-Term Projects

Mid-Term Improvements

Generally, the seven recommended mid-term improvements build on the proposed near-term improvements. They address some of the missing vehicular connections, upgrade existing pedestrian connections, and enhance neighborhood identity. These projects are intermediate steps in achieving the full connections desired, which are generally addressed in the long-term improvements.

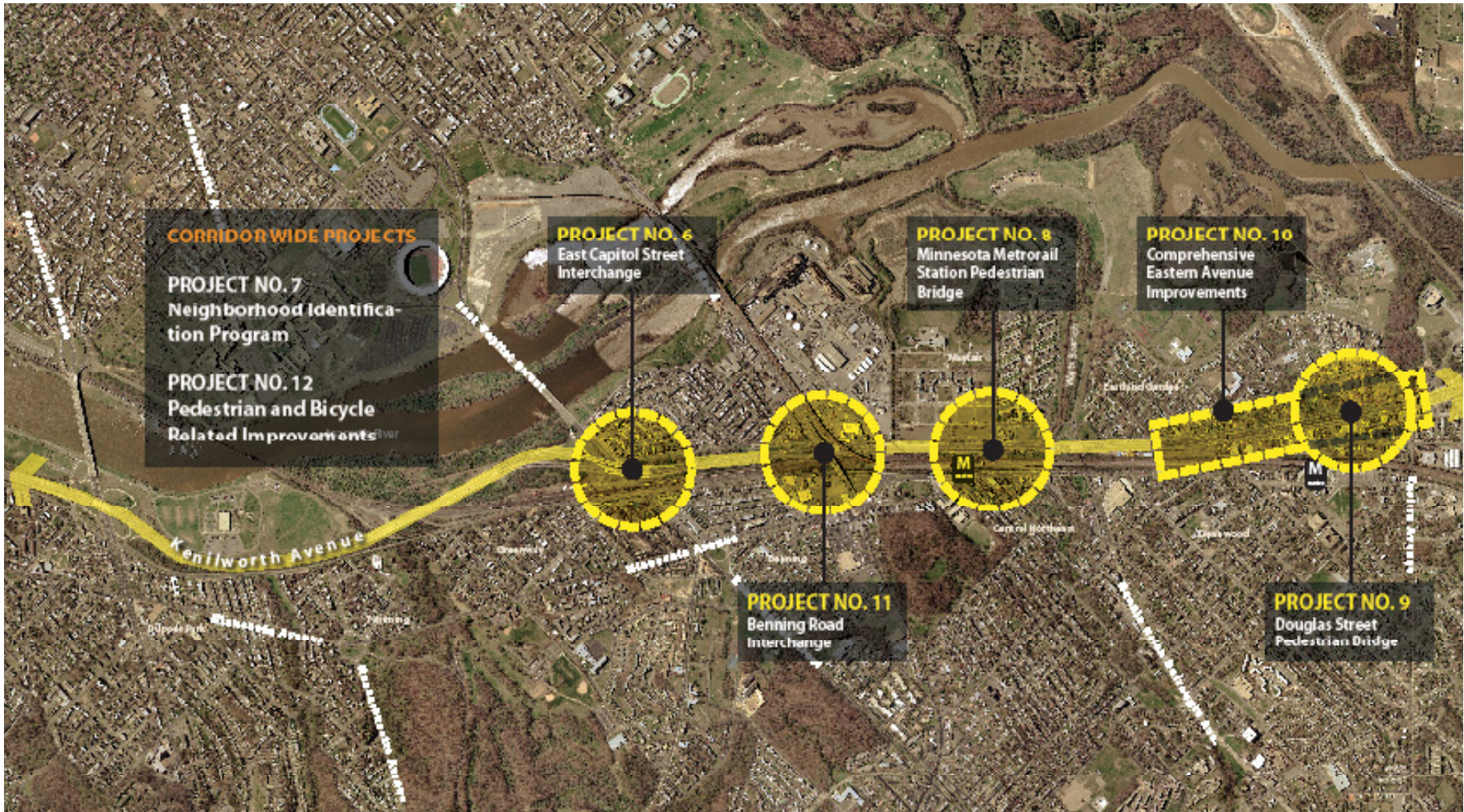


Figure ES.4: Mid-Term Projects

Proj. No.	Title	Description	Benefits	Estimated Cost (2005)
6	East Capitol Street Scenario EC-2	This scenario builds on Scenario EC-1, a near-term improvement, and adds the three missing movements; southbound Kenilworth Avenue to eastbound East Capitol Street and northbound Kenilworth Avenue to east- and westbound East Capitol Street.	<ul style="list-style-type: none">Urban Design	\$30,000,000
7	Neighborhood Identification Program	Generally improves wayfinding in the corridor and contributes to a sense of place by implementing a corridor-wide neighborhood identification and signage program	<ul style="list-style-type: none">Urban DesignVisual Quality	\$500,000
8	Replace or improve Pedestrian Bridge at Minnesota Avenue Metrorail Station	The existing pedestrian bridge to the Minnesota Avenue Metrorail Station is replaced.	<ul style="list-style-type: none">Pedestrian ConnectivityPublic Transit AccessOpen Space and Waterfront ConnectionsVisual QualitySafety	\$2,500,000
9	Replace Pedestrian Bridge at Douglas Street that leads to the Deanwood Metrorail Station	The existing pedestrian bridge at Douglas Street that leads to the Deanwood Metrorail Station is replaced.	<ul style="list-style-type: none">Pedestrian ConnectivityPublic Transit AccessOpen Space and Waterfront ConnectionsVisual QualitySafety	\$2,500,000
10	Comprehensive Eastern Avenue Improvements	This project implements a number of improvements north of Nannie Helen Burroughs Avenue interchange, including the Eastern Avenue Scenario EA-2.	<ul style="list-style-type: none">Urban DesignPedestrian ConnectivityPublic Transit AccessOpen Space and Waterfront ConnectionsVisual QualitySafety	\$22,500,000
11	Benning Road Scenario BR-1	Scenario BR-1 provides for safety improvements to the at grade intersection of Benning Road and northbound Kenilworth Avenue.	<ul style="list-style-type: none">Urban DesignSafety	\$20,00,000
12	Pedestrian and Bicycle Related Improvements	Recommendations to improve the pedestrian and bicycle network during the mid term build on the improvements that were undertaken in the short term.	<ul style="list-style-type: none">Pedestrian ConnectivityPublic Transit AccessSafety	\$750,000

Table ES-2 - Mid-Term Projects

Long-Term Improvements

Long-term improvements are those improvements that can be implemented between ten and twenty years of the final date of this report. These improvements typically require a major expenditure of funds and are contingent on successfully acquiring the proper environmental permits and completing Environmental Assessments or Environmental Impact Statements.

These projects implement the full vision for the corridor, address remaining connectivity and safety issues, and improve the visual quality of the entire corridor.

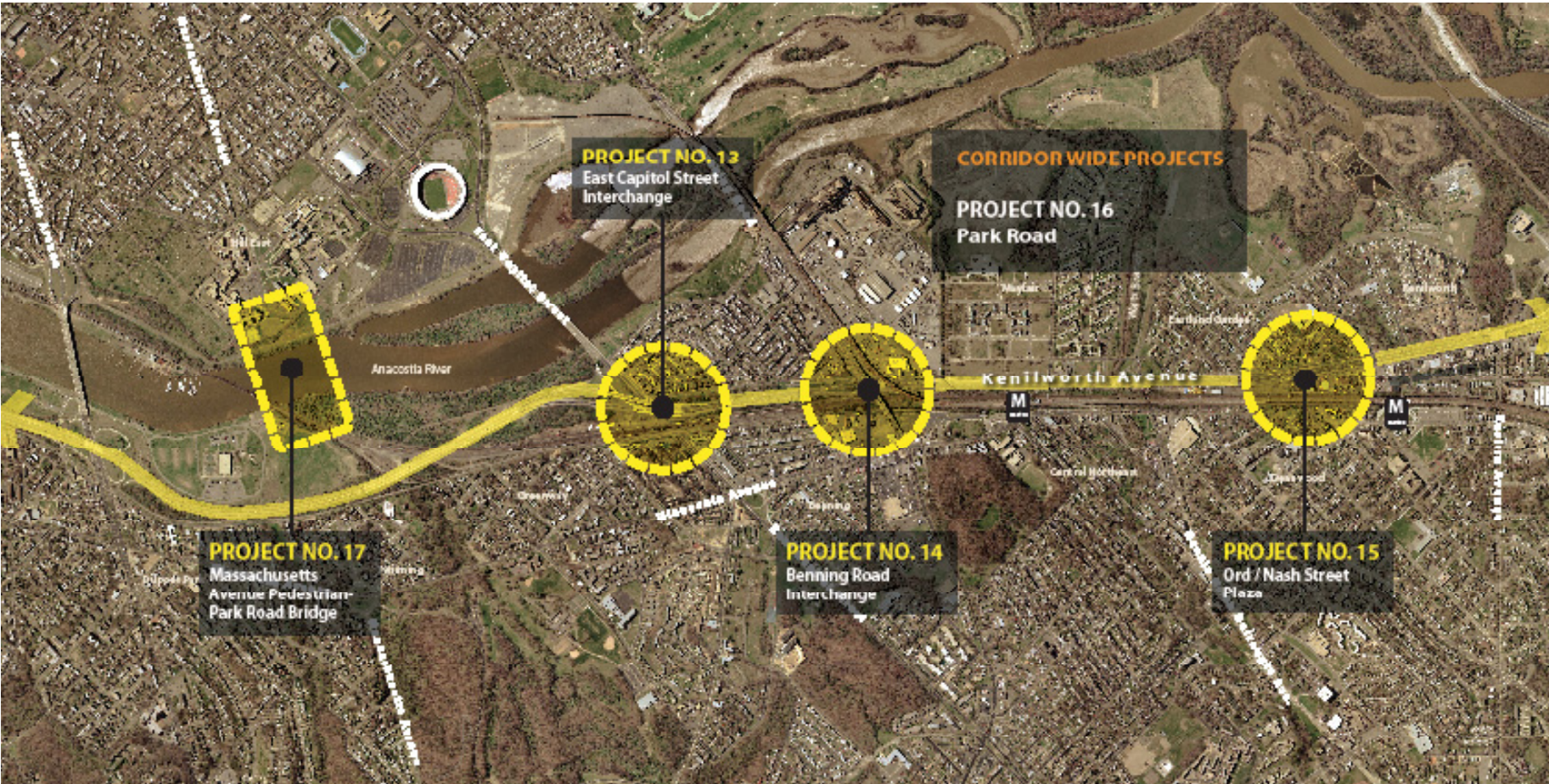


Figure ES.5: Long-Term Projects

Proj. No.	Title	Description	Benefits	Estimated Cost (2005)
13	East Capitol Street Scenario EC-4 or EC-5	Either a diamond interchange (EC-4) or a single point urban interchange (EC-5) is built to replace the existing interchange, providing for vehicular, pedestrian and bicycle movement on, off and across Kenilworth Avenue.	<ul style="list-style-type: none">Urban DesignPedestrian ConnectivityOpen Space and Waterfront ConnectionsSafety	EC-4 \$89,500,000 EC-5 \$94,000,000
14	Benning Road Scenario BR-5	This scenario rebuilds the existing Benning Road bridge into two structures, one for east- and one for westbound traffic, allowing pedestrian and bicycle traffic to move over Kenilworth Avenue in a safer manner and improving traffic operations on and off Kenilworth Avenue.	<ul style="list-style-type: none">Urban DesignPedestrian ConnectivityPublic Transit AccessOpen Space and Waterfront ConnectionsSafety	\$52,750,000
15	Extend Olive Street to Ord or Nash Street	Depress Kenilworth Avenue to allow construction of a new connector at either Ord Street or Nash Street that will accommodate vehicles, pedestrians and bicyclist.	<ul style="list-style-type: none">Urban DesignPedestrian ConnectivityPublic Transit AccessOpen Space and Waterfront ConnectionsVisual QualitySafety	\$72,500,000
16	Park Road	A new Park Road unifies the many parks and recreational areas along the Anacostia River, linking major destinations and neighborhoods from Eastern Avenue with points south.	<ul style="list-style-type: none">Urban DesignPedestrian ConnectivityOpen Space and Waterfront ConnectionsVisual Quality	\$10,000,000
17	Massachusetts Avenue Park Road Bridge	This project provides a new connection for pedestrians, bicyclist, and possibly vehicles using the new Park Road across the Anacostia River.	<ul style="list-style-type: none">Urban DesignPedestrian ConnectivityOpen Space and Waterfront ConnectionsVisual Quality	\$15,000,000

Table ES-3 - Long-Term Projects

IMPLEMENTATION TIMELINE

While the near-term improvements can be initiated immediately and completed within five years or less, it is expected that the major transportation improvements recommended by this study will be implemented over the next 20 to 30 years. Some of these improvements are very complex and will require detailed analysis of the environmental impacts and careful construction staging.

Generally, the process for implementing any project will consist of the following steps:

- Establish of a purpose and need for the project;
- Identify funding to pay for the improvement;
- Conduct environmental evaluation (Categorical Exclusion, Environmental Assessment, or Environmental Impact Statement);
- Prepare engineering plans;
- Acquire right-of-way (if required);
- Acquire permits and approvals, and
- Undertake the actual construction.

A tentative project timeline is shown in Table ES-4. It is one scenario for implementing improvements within the Kenilworth Avenue Corridor.

		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Near-Term Projects	Identify Funding																					
	Environmental Evaluation																					
	Engineering Plans																					
	Acquire Right-of-Way																					
	Permits and Approvals																					
	Construction of Projects																					
Mid-Term Projects	Identify Funding																					
	Environmental Evaluation																					
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